### NEW PUBLICATIONS.

TENNYSON.

DEMETER AND OTHER POEMS. By Alfred Lord Tennyson, D. C. L. P. L. 16mo., pp. 175. Mac-millan & Co.

THE POETRY OF TENNYSON. By Henry Van Dyke. 12mo., pp. 296. Charles Scribner's Sons. The poet who during the space of two full generations has held the public ear must expect, as he draws toward the end of so long a areer, that critics will arise who are withheld by no traditional reverence or strongly moulding habit of admiration from questioning his preminence, and sometimes upon grounds drawn have lived long enough to remember the prime of Tennyson, we are inclined to think the strongpression made by this, the Laureate's latest volume, will be surprise at the high average of excellence sustained by the octogenarian sing-If it be true that he does not touch herein greatest heights of his earlier poetry, it is s true that the new volume abounds with examples of noble verse; and that more than and most especially in the short but powerful poem entitled "Crossing the Bar"-it attains to an ideal of solemn faith and lofty preparedness for the great change such as indicates no decline of artistic skill or intellectual force. The lodiousness, the versatility, the powerful comnand of most diverse measures, the dramatic bent, and last, though not least, the faithful reflection of that "zeitgeist" of which Tennyson has always been the most trustworthy and sensitive register and indicator, are each and all here, and in good illustrations.

In "Demeter" we have the same classical spirit, the same musical blank verse, the same felicity of phrase, the same artistic delicacy, that characterized "Aenone," half a century and more ago. Curiously enough, too, we note in the later poem. classicism with the purest modern thought. This was well exemplified in the "Lucretius," and later in the "Idylls of the King." We do not refer to it as a defect, for it is not so to be regarded; it is a distinctive mark of the sanest intelligence. For since all the experience of the living generation is inevitably derived from contemporary observation, it follows that the only really true representation, whether external or internal, whener or mind or of manners, is that which is so obtained. The historian, romancewriter or poet who hesitates to describe the past until he has acquired certitude concerning it, will remain ingloriously mute forever. No hisory truly pictures the past. All history depends largely upon imagination, and whose leaves his own age to explore antiquity must rely upon this is in the vein of reflection which belongs the nineteenth century, but it is not the less impressive because of this. In the opening lines, addressed to Lord Dufferin, there is a touching reference to the death of the poet's son on the way home from India and the funeral on the Red

# "Beneath a hard Arabian moon And alien stars."

But here the hope and assurance reach higher than in the days of "In Memoriam." The age of passion, even of strong sorrow, has passed. The tone is sad and subdued, but underlying the lament is this suggestion of the transiency of all things and secure dependence upon the final coming of "something good" out of whatever

The few but graceful verses to Professor Jebb are in the delightful meter of the famous lines to Maurice, and not less pleasing to the ear. The dialect poem, "Owd Roa" is a dramatic idyll of the school of "Rizpah," though with a less tragical and moving motive. We confess that this kind of composition appears to us to be little more than "tours de force," and that we would gladly exchange even "The Northern Farmer" for another "Dora" or "Love and Duty." Turning from this unquestionably clever but somewhat unsympathetic lyric we come to the poem en-titled "Vastness," and here Tennyson is almost at his best. Here at least we find this " zeitgeist" thoroughly and finely represented; the restless questionings, the impatience with partial soluonly modern science has rendered possible, are all faithfully reflected in these wonderfully compact and pregnant verses. Optimism and Pessimism seemed joined in a given Dance of Death, and everything is about to b

"Swallowed in Vastness, lost in Silence, drown'd in the deeps of a meaningless Past." But as in "The Two Voices" the debate whose weight appeared to be leaning most strongly toward suicide, suddenly turns and emerges into light and hope, so the gloom here is broken with the thought of immortality, and the poet con-

"Peace, let it be! for I loved him, and love him for ever; the dead are not dead, but alive." "The Ring," which is dedicated to James Russell Lowell, is, despite its somewhat antique setting, dominated by a modern tone. In this poem, which is not one of the strongest in the volume, may be discerned a sympathetic response to that renaissance of interest in the supernatural which is the natural and inevitable reaction from the crass materialism of the eighteenth century. "Forforn" takes us back a very long way, for it realls "We were three sisters of one race," and "Orianor," and assuredly no fair critic can pretend that there is not in these fourteen stanzas a sufficiency of force and passion, while the refrain, with its variations to suit the changing theme, is singularly effective. Of "The Leper's Bride" it may be said that the central idea is infelicitous; that the thought of such a union is incurably repulsive, and therefore its employment bad art. But it will have to be acknowledged that Tennyson has used this extremely disagreeable subject so skilfully as to evolve from it a truly splendid illustration of womanly heroism and love stronger than death, and we think the end justifies the means completely. The beautiful poem called "The Progress of Spring" is introduced as an early composition laid aside and forgotten by the poet. Assuredly it bears no traces of juvenility or crudeness, but it serves to remind us that Tennyson's art was never halting; and that though no poet has shown himself more amenable to sound criticism, his equipment at the beginning was exceptionally complete. Another dramatic piece is "Romney's Remorse," and it is full of power and

# JOHN H. INMAN FILES HIS ANSWER,

clear-cut impression. We will say no more of this volume save to observe that if Tennyson never

should write another line his poetical career could

not by any possibility be more nobly and fitly

closed than with the pathetic and majestic verses

bearing the title "Crossing the Bar."

HE EXPLAINS HIS RELATIONS TO THE TENNES

SEE COAL, IRON AND RAILROAD COMPANY. John H. Inman, who was charged with obtaining large sums of money by buying the property of the Pratt Coal and Iron Company and selling it to the Tennessee Coal, Iron and, Railroad Company, which it is alleged he controlled, filed an answer yesterday in the suit begun against him by the Tennessee Company in the United States Circuit Court. John E. as is his counsel. Mr. Inman denies all charges of fraud in his dealings with the Tennessee Company. As to the purchase and sale of the Pratt property he says: "The interests in the Pratt Coal and Iro Company of myself and of my associates were acquired by us on our own behalf, upon our own responsibility and with our own funds. We owned them absolutely and in our own right. We were never asked to acquire them for the Tennessee Company. We never under-took to do so. We were under no obligation to do so. The Tennessee Company had no right to expect that we should do so. It n ver made any such suggestion. It was in no position to make a purchase of the Pratt or any other property. In permitting the Tennessee Company subsequently to become interested in the

Pratt property and in the transactions of which the company complains, I and Messrs Shook and Baxter were acting against our individual interests and in the interests of the company."

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# FOR REPUBLICAN CLUBS A NEW HAND BOOK.

Apropos of the coming convention f Republican Clubs of the United States, at Nashville, Tenn., The New-York Tribune has in press a Hand Book of the National League of Republican Clubs, in the style of the well-known Tribune Extras. It will be ready for delivery by January 22. The pamphlet will be found useful

The present status of the various Leagues and many of the principal clubs is given quite fully, and there is much general matter of great inter-

to all Republican Club men for refer-

25 CENTS A COPY.

Secretaries of Republican Clubs are authorized to receive orders for the Hand Book and transmit the same to this office. Orders can be given either to club secretaries or to this office direct. THE TRIBUNE,

Proposals. TO CONTRACTORS.

PROPOSALS FOR FURNISHING MATERIALS AND PERFORMING WORK IN THE ERECTION. AND COMPLETION OF THE NEW CRIMINAL COURT BUILDING, PURSUANT TO CHAPTER 371, LAWS OF 1857. OF 1837.

SEALED ESTIMATES FOR THE ABOVE work, indorsed with the above title, also with the name of the person or persons making the same, and the date of presentation, will be received at the office of the Comptroller, Rooms Nos. 14 and 15, Finanço Department, Stewart Building, No. 280 Broadway, in the City of New-York, until the 12th day of Nebruary, 1890, at 12 o'clock yor, at which place and hour the bids will be publicly m., at which place and hour the bids will be publicly opened by and in the presence of the Commissioners of the Sinking Fund, or a majority of them, and read, and the lowest bidder, with adequate recurity, as soon thereafter as practicable. The person or persons to whom the contract may be awarded will be required to attend at the office of the Department of Public Works, with the sureties officed by him or them, and execute the contract within a from the date of the service of a notice to that

FREDERICK SMYTH, THEODORE W. MYERS, Comptroller; RICHARD CROKER, WALTON STORM, an Committee on Finance, Board of Aldermen:

Dublic Notices. NOTICE OF ASSIGNMENT.-Notice is here-

Dated, January 14, 1890. STEPHEN A. GUERIN, P. O. Box 269, Morristown, N. J.

Commissioner

of the Sinking Fund.

# Railroads. THE ONLY SOLID TRAIN ROUTE

NEW-YORK AND CHICAGO, DINING CAR THROUGH TO CHICAGO. ALL SOLID EXPRESS TRAINS.

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HARD COAL ENGINES.

Trains leave station foot of Chambers-st. at hours named below, and foot of West 23d-st. five minutes earlier.

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9:00 A. M. every day. The popular morning train for Hinghamton, Elmira, Rochester, Buffalo, Niagara Falla, Suspension Bridge, connecting for principal points in the West and Canada. Pulman Parlor Car to Buffalo.

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3:00 P. M. every day. Every car on this train is new and has the vestibuled platforms, gazing a complete vestibuled train for baggage, day, sleeping and dining cars-a solid Pulman train from New-York, via Salamanca, Marion, Meadville and Youngstown to Chicago. All classes of passengers carried through the pulman vestibuled Sleeping Cars Sew York to Cheveland and New-York to Chicago. All classes of passengers carried through the Hine. Pulman Vestibuled Sleeping Cars Sew York to Cleveland and New-York to Chicago. All classes of passengers carried through the Hine. Pulman sleepers to Chicago. All classes of passengers carried through Without Asid train of day coaches and Pulman sleepers to Chicago. All classes of passengers carried through Without Buffalo. Pulman Buffalo Pulman Buffalo Human Complete train for Human Vestibuled Sieeping Car to Buffalo. Pulman Seepers carried through Without All Michigan.

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Leave NEW-YORK, foot of Liberty-st., as follows:
For CHICAGO, 3:20 p. m., 12:15 a. m.
For CHNCINNATI, ST. LOUIS, 8:30 a. m., 5:00 p. m.
For WASHINGTON, BALTIMORE, 8:30 a. m., 1:00
a. m., 2:00 p. m., 3:20 p. m., 5:00 p. m., 1:10
All trains daily, except 11:00 a. m. Sunday.
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LIBERTY-ST. (Central R. R. of N.J.).
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J. T. ODELLE.
CHAS. O. SCULL, WEST SHORE RAILROAD, N. Y. C.

WEST SHORE RAILROAD, N. Y. C. H. R. R. C. O. Lessee.—Trains leave West 22d.st. station. New-York, as follows, and fifteen minutes earlier from foot of Jay-st., N. R.: Chicago, Detroit, London, Hamilton, 9:55 a. m., 45:15, 8:15 p. m. Toronto, 19:55 a. m., 45:15, 8:15 p. m. Montreal, Canada Fast, 7 a. m., 45:15, 8:15 p. m. Montreal, Canada Fast, 7 a. m., 45:15 p. m. Niagara Falls, Syrucuse, Utlea and principal intermediate stations, 3:30, 49:55 a. m., 6:15, 8:15 p. m. Mangara Falls, Syrucuse, Utlea and principal intermediate stations, 3:30, 49:55 a. m., 6:15, 8:15 p. m. And (a) 11:30 a. m. for Utlea only). Kingston, Saugerties, Catskill, Albany, 43:30, 7:15, 49:55, (a) 11:30 a. m. and (a) 4, 5:15, 8:15 p. m. Newburg, 10:15 a. m., 1:15, 4:30, 5:35, 46:30, 11:35 p. m. Havertraw 8:25 a. m., 2:45, 8:45 p. m. Elegant Sleeping Cars for Buffalo, Kingston, 49:18, 10:7000, 10:19 p. M. Havertraw 8:25 a. m., 2:45, 10:19 p. M. Syrucuse, 10:15 a. m., 1:15, 4:30, 5:35, 40:30, 1:20 a. m., 8:340 p. m.; Hoboken, West Shore Station, all :20 a. m., 8:346 p. m. For tickets, time-tables of information, apply at offices Bricklyn—333 Washington-st., 726 Fulton-st., Annex Office, foot of Fulton-st. New York City—1, 271, 363, 785 and 942 Broadway, 1:4 Hower, 12 Fark Place, 68 West 125th-st., and West Shore Stations, foot of West 42d.st. and foot of Jay-st. N. R. Westcott's Express cells for and checks baggage from hotels and residences. C. E. LAMBERT. General Fascenger Agent, 5 Vanderblit-ave., N. Y.

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Fourth Ave. and 42d St., New York.

TRAINS LEAVE AS FOLLOWS: TRAINS LEAVE AS FOLLOWS:

8:50 A. M. FAST NEW YORF STATE EXPRESS-to Albany, Schenectary, Utica, Syracuse, Auburn, Geneva Canandaigua. Rocaester and Bunglo. Wagner Palace Drawing-Room Cars to Buffalo daily, and to Cacandaigue daily except Sundays. Euffet Smoking Car to Buffalo Buffalo A.M. NEW-YORK AND CHICAGO LIMITED Wagner Vestibule Buffet Smoking and Library Car with Barber Shop and Bathroom: Drawing-Room, Private Compartment and State-room Stepping-Cars. Heates by steam and lighted by gas. Dug at Chicago at 9:56 a.m. next day.

by steam and lighted by gas. Dup at Chicago a. m. next day.

10:30 A. M. SOUTHWESTERN LIMITED, for Cincia nati, Indianapolis and St. Louis; Wagner Vestibul Drawing-Room, Dining, Siceping and Cale. Smoking an Library Cars. Entire train sceam-heated and lighter as. No extra fare.

11:50 A. M. WESTERN DAY EXPRESS daily except Sundays. Train leaving on Saturdays dogs not rewest of Detroit or Cleveland. Wagner Paiace Drawing characteristics.

SERRSHIRE HILLS, VIA HARLEM DIVISION-110:35 a. m., 13:20 g. m. a. m., 13:20 p. m.

For information, tickets and space in Sleeping-Cars, apply at Grand Central Station, or at Nos. 413, 785 and 942 Broadway, 12 Park Place, 68 West 125th-8c, and 188th-8t, station, New York; 333 Washington-8t, 726 Fulton-8t, and 398 Bedford-ave., E. D., Brooklyn.
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JUMN M. TOUCEY.

General Passenger Agent.

## DENNSYLVANIA RAILROAD.

ON AND AFTER JANUARY 1, 1890 leave stations 1000 of Despresses at

and St. Louis 7 p. m. next day. Connects, also, for Williamsport, Lock Haven and Renovo, except Sunday, and Toledo, except Saturday.

10.00 A. M.—THE PENNSYLVANIA LIMITED composed exclusively of Pullman Vestibule, Drawing and State-Room. Steeping, Dhing, Smooting, and Observation Cares, presenting ladies' and gentlemen's bath-rooms, ladies' maid, bather shot, library and all the conveniences of a home. Heated by steam and lighted by stationary and movable electric lights. Arrives Cincinnati 7:16 and Chicago 9:45 a. m. next day.) AND CINCINNATI EXPRESS. Pullman Vestibulo Sleeping Car and Dining Car New-York to St. Louis, Chicago and Cincinnati 11:15 a. m., Chicago 5 p. m., and St Louis 7:40 p. m. next day.

5.30 P. M.—THE WESTERN EXPRESS for all points in the West, Northwest and Southwest. Pullman Vestibule Sleeping Car New-York to Pullman Pullsburs, St. Louis, Chicago, Cincinnati and Memphis, Pennsylvania Railroad, Dining Car New-York to Pullman Pullsburs, St. Louis 7 a. m. second compiles, Pennsylvania Railroad, Dining Car New-York to Pullman, Agrives at Galland 1 and Toledo daily, and St. Louis 7 a. m. second controlling. Connects for Cleveland and Toledo daily, in the Shenandon Valley: arrives Cleveland 6:35 a. m., Columbus 7:15 p. m. next day, and Chicago 7 a. m. second morning. Connects for Cleveland for Corry, Ede. the Oil Regions, Cleveland and Columbus 7: m. m. eccond morning. Connects for Cleveland for Corry, Ede. the Oil Regions, Cleveland and Columbus 7: m. second morning. Connects for Toledo daily and for Corry, Ede. the Oil Regions, Cleveland and Columbus 7: the Oil Regions, C

# EHIGH VALLEY RAILROAD.

PASSENGER TRAINS leave foot Cortlandt and 7 a. m. for Slatington and intermediate points.
8 a. m. for Geneva, Lyons, Elmira, Rochester, Buffale
and the West, and principal local points. Chair car te
Lyons and Pullman car to Suspension Bridge.
11 a. m. for L. and R. Junction and intermediate points.
Chair car to Mauch Chunk.
1 p. m. for Tunkhanneck and intermediate points.
Chair car to Tunkhanneck. Connection to Reading and
Harrisburg.

1 p. m. for Tunkhannock and intermediate points.
Chair car to Tunkhannock. Connection to Reading and
Harrisburg.
3:40 p. m. for Elevira and principal intermediate points.
Chair car to Wilcesbarre and Poliman sleepers to Suspension Bridge.
4:40 p. m. for Slatington and intermediate points.
5:40 p. m. for Mauch Chunk and intermediate points.
Connection to Reading and Harrisburg.
7 p. m. for Geneva. Lyons, Elmira. Rochester, Burnaand the West. Pullman sleepers to Lyons and Suspension
Bridge.
Trains leaving at S a. m., 11 a. m., I p. m. and 3:40
p. m. connect for all points in Mahanoy and Hazleton
coal regions.
SUNDAY TRAINS.

coal regions.

SUNDAY TRAINS.

8 a. m. for Mauch Chunk, Hazleton and intermediate points and 11 a m. to Shen-woodah and intermediate points 5:40 p. ra. for Mauch Chunk and intermediate points, 7 p. m. for Geneva, Lyons, Elmira, Rochester, Buffale and the West. Pullman sleeper to Lyons and Suspensies Bridge.

General Eastern Office, 235 Broadway.

CENTRAL RAILROAD OF NEW-JERSEY,
FOOT OF LIBERTY-ST., NORTH RIVER.
Time Table of November 10, 1889.
4:00 a. m. for Laston, Bettilchem, Allentown, Mauch Chunk, Wilkesbarre and Scratton, Harrisburg.
7:00 a. m. for Flemington, Easton, Bethlehem, Allentown and Mauch Chunk.
8:45 a. m. for Lake Hopatcong, Easton, Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Seranton, Itaaling, Harrisburg, Pottsville, Tamaqua, Shamokin, Suabury, Lewisburg, Williamsport,
1:00 p. m. for Flemington, Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, Pottsville, etc.
3:45 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, Pottsville, etc.
3:45 p. m. for Flemington, Easton, Helphoton, Mauch Chunk, The Chunk, Harding, Hertholm, Mauch Chunk, The Chunk, The Chunk, Harding, Hertholm, Allentown, Mauch Chunk, Reading, Hardindays for Easton, Bethlehem, Allentown, Mauch Chunk, Roundays, for Easton, Bethlehem, Allentown, Mauch Chunk, Indiana, Shamokin, Chunk, The Chunk, Hardindays, for Easton, Bethlehem, Allentown, Mauch Chunk, and Pottsville, etc., on Sundays at 5:30 p. m. sundays, for Easton, Bethlehem, Allentown, Mauch Chunk and Pottsville, etc., at 4:30, 8:16, 11:15 a. m., 1:00, 4:20, 4:45, 6:10 p. m. Sundays, 9:00 a. m. 4:00, 4:20, 4:45, 6:10 p. m. Sundays, 9:00 a. m. 4:00, 4:20, 4:45, 6:10 p. m. Sundays, 9:00 a. m. 4:00, 4:20, 5:30 p. m. Sundays, 9:00 a. m. 4:00 p. m. Sunday, vialna do not stop at Ocean Grove or Asbury Monmouth Beach, Seabright, etc., at 4:30, 8:15, 11:15 a. m., 1:00, 4:20 p. m. For Lakewood, 4:30, 8:18, 11:15 a. m., 1:00, 4:20 p. m. For Lakewood, 4:30, 8:18, 11:15 a. m., 1:00, 4:20 p. m. For Lakewood, 4:30, 8:18, 11:15 a. m., 1:00, 4:48, 6:10 p. m. Sundays, 9:00 a. m., 4:00, 4:30, 8:18, 11:15 a. m., 1:00, 4:48, 6:10 p. m. Sundays, 9:00 a. m., 4:00 p. m. Sundays, 9:00 a. m., 4:00, 4:45, 5:30, 8:15, 10:30, 11:15 a. m., 1:00, 4:48, 6:10 p. m. Sundays, 9:00 a. m., 4:00, 4:30, 8:18, 11:15 a. m., 1:00, 4:48, 6:10 p. m. Sundays, 9:00 a. m., 4:00, 4:45, 5:30, 8:15, 10:15 a. m., 1:00, 4:48, 6:10

OR PHILADELPHIA, BALTIMORE AND

WASHINGTON.

Via Central R. R. of New-Jersey, Philadelphia and Reading R. R., and Bultimore and Oalo R. R.

For Philadelphia, at 4:00, 7:45, S:30, 11:00 a.m., 1:30, 2:00, 3:20, 4:00, 5:00, 6:00, 7:30, 0. m., 12:15 night.

SUNDAYS, S:30, 9:30 a. m., 2:00, 3:20, 5:00, 6:00 p. m., 12:15 night.

For Baltimore and Washington daily at S:30, 11:00 (except Sunday) a. m., 2:00, 3:20, 5:00 p. m., 12:15 night.

Trains leaving at 7:45, 11:00 a. m., 1:30, 4:00, 5:00, 7:30 p. m., 12:15 night, have connection for Reading, Harrisburg, Pottaville, &c.

Tickets and Parlor Car scats can be procured at 71, 201, 415, 944, 1,140, 13:23 Broadway, 737 6th-ave., 204 West 125th-st., 134 East 125th-st., New-York; 4 Court.et., S66 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., 134 East 125th-st., New-York; 4 Court.et., S66 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., 134 East 125th-st., New-York; 4 Court.et., S66 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., 134 East 125th-st., New-York; 4 Court.et., S66 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., 134 East 125th-st., New-York; 4 Court.et., S66 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., 134 East 125th-st., New-York; 4 Court.et., S66 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., 134 East 125th-st., New-York; 4 Court.et., S66 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., New-York; 4 Court.et., S66 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., New-York; 4 Court.et., S67 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., New-York; 4 Court.et., S67 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 125th-st., New-York; 4 Court.et., S68 Fulton-st., 98 Broadway, 137 6th-ave., 204 West 135 6th-st., 98 Broadway, 137 6th-ave., 204 West 135 6th-st.,

## Steamboats.

A LL FARES REDUCED VIA STONING-TON LINE.—The inside route: Boston, \$3: Provi-dence, \$2 25; Worcester, \$2 50. Steamers leave new Pier 36, N. R., one block above Canal-st., at 5 p. m., Sundays - Neel ted.

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N EW-HAVEN.—Steamers, leave Peck Slip (Pier 25, E. R.) at 3 p. m. and 11 p. m. (Sundays excepted). Steamers arrive in time for trains north and east.

THE BOOK OF OPEN-AIR SPORTS, octave, 500 pages. Hustrated. The standard authority on American open-air amusements. Rules for sailing, swimming, ball playing, shooting, horseback riding, de., &c., is full, stl per copy. Published by The Tribune, New York. Entertaining and universally complimented by the means.